

A RESOLUTION

05-*R*-1216

BY TRANSPORTATION COMMITTEE

A RESOLUTION AUTHORIZING THE MAYOR OR HER DESIGNEE TO EXECUTE AN AGREEMENT WITH THE INFAX CORPORATION FOR THE UPGRADE OF THE MULTI USER FLIGHT INFORMATION DISPLAY SYSTEM (MUFIDS) IN THE CENTRAL PASSENGER TERMINAL COMPLEX (CPTC) AT HARTSFIELD-JACKSON ATLANTA INTERNATIONAL AIRPORT, FOR A COST TO THE CITY NOT TO EXCEED \$3,537,613.43 TO BE CHARGED TO AND PAID FROM FUND ACCOUNT AND CENTER NUMBER 2H27 574001 R21E012493CG (AIRPORT REVENUE BOND FUND, FACILITIES OTHER THAN BUILDINGS, SIGNAGE AND GRAPHICS, \$3,244,306.00) AND FUND ACCOUNT AND CENTER NUMBER 2H21 574001 R21001 (AIRPORT RENEWAL AND EXTENSION FUND, FACILITIES OTHER THAN BUILDINGS, SIGNAGE AND GRAPHICS, \$293,307.43); AND FOR OTHER PURPOSES.

WHEREAS, the City owns and operates the Hartsfield-Jackson Atlanta International Airport ("Airport"), situated in the counties of Fulton and Clayton in the State of Georgia, and consisting of four aircraft runways and associated taxiways and two passenger terminals and six concourse buildings for use by the airlines serving the Airport; and

WHEREAS, in 1994 the City of Atlanta awarded a contract through a competitive bid process to INFAX to install and commission a Flight Information Display System (FIDS) throughout the CPTC; and

WHEREAS, the system consists of a centralized computer system that interfaces and integrates data from major airlines and the Federal Aviation Administration computers; and

WHEREAS, the FIDS system has continued to be enhanced by INFAX over the years with additional proprietary software interfaces to the City's gate management system and the Trak-a-Flight web service for customers to track their flights through the internet and other legacy airport signage monitors; and

WHEREAS, the City now desires to enhance the FIDS system by adding twenty one (21) new locations to the FIDS system improving customer service; and

WHEREAS, the Department of Aviation with concurrence from the Department of Procurement has determined that INFAX is best suited to accomplish the scope of work due to the need to integrate the new FIDS locations into the proprietary software, and

NOW, THEREFORE, BE IT RESOLVED BY THE CITY OF ATLANTA, GEORGIA, that the Mayor or her designee be and hereby authorized to execute on behalf of the City of Atlanta a Reimbursable Agreement with INFAX for the upgrade of the MUFIDS within the CPTC at Hartsfield-Jackson Atlanta International Airport, with the reimbursement of the cost thereof by the City to INFAX up to a total amount not to exceed \$3,537,613.43.

BE IT FINALLY RESOLVED, that all contracted work shall be charged to and paid from Fund Account and Center Number 2H27 574001 R21E012493CG (Airport Revenue Bond Fund, Facilities other than Buildings, Signage and Graphics, \$3,244,306.00) and Fund Account and Center Number 2H21 574001 R21001 (Airport Renewal and Extension Fund, Facilities other than Buildings, Signage and Graphics, \$293,307.43).

BE IT FURTHER RESOLVED, that the City Attorney be and is hereby directed to prepare an appropriate contractual agreement for execution by the Mayor.

BE IT FINALLY RESOLVED, that this agreement shall not become binding on the City and the City shall incur no liability upon same until such contract has been executed by the Mayor, attested to by the Municipal Clerk and delivered to the Contracting parties.

Legislative White Paper

Committee of Purview: Transportation

Council Meeting Date:

Legislation Title: Multi User Flight Information Display System (MUFIDS) Upgrade
Reimbursable Agreement

Requesting Dept.: Department of Aviation

Contract Type: Reimbursable Agreement

Justification Statement: The current MUFIDS was last upgraded in 1996 during the preparation for the Olympic Games. Because of constant use for almost eight years, the current system needs to be upgraded to take advantage of new equipment technology and new forms of displaying information for the passengers.

The Department of Aviation has determined that the MUFIDS Upgrade Project is best suited to be accomplished by INFAX as a sole source procurement. This legislation authorizes the execution of a Reimbursable Agreement with INFAX to procure the services for and the management of the MUFIDS Upgrade Project.

Background: The current MUFIDS uses older cathode-ray tubes (CRT) to display flight information to the public. The CRTs have limited useful life expectancy since they run 24 hours a day seven days a week. The new MUFIDS will use current LCD technology that will allow for greater flexibility in how the information is displayed to passengers.

The new MUFIDS monitors will be located throughout the CPTC complex at twenty-one locations. Seven monitors will be located in the main terminal, ten monitors will be located in the AGT transit mall and the remaining four monitors will be located in Concourse E.

Fund Account Center: 2H27 574001 R21E060593CG; \$3,244,306.00
2H21 574001 R21001; \$ 293,307.43

Source of Funds: General Airport Revenue Bonds

Term of Contract: 11 months

Method of Cost Recovery: CPTC Lease

Approvals:
DOF: Yes
DOL: Yes

Prepared By: John Orr

Contact Number: N/A

**Hartsfield-Jackson
Atlanta International Airport**



CITY OF ATLANTA
DEPT. OF PROCUREMENT

March 8, 2005

2005 MAR -9 PM 4:17

Shirley Franklin
Mayor

Benjamin R. DeCosta
Aviation General Manager

Mr. Girard Geeter
Deputy Procurement Officer City Procurement
55 Trinity Avenue, Suite 1790
Atlanta, Georgia 30303

Reference: Sole Source Letter for MUFIDS H.03.90.010

Dear Mr. Geeter:

Thanks again for attending our meeting on MUFIDS last week to discuss the status of the DOA's request for sole source approval of the Multi-User Flight Information Display Systems (MuFids) work. This letter will provide additional background to help clarify the reasoning to request sole source approval of this work to INFAX.

In 1994 the City of Atlanta (COA) awarded a \$2,000,000 (approx) contract to INFAX to install and commission a Flight Information Display System (FIDS) and Common Use Terminal Equipment (CUTE) information displays throughout Concourse-E. The work was competitively bid, and INFAX was awarded the contract. The system consists of a centralized computer system that interfaces and integrates data from major airlines and the Federal Aviation Administration computers. The centralized computer system processes all the information and outputs the data using proprietary infrastructure and software to display monitors and CUTE signs located in Concourse-E.

INFAX was contracted by TBI to upgrade the FIDS system during 1996 Olympics to accommodate new FIDS monitors in Concourse-E, Concourse-D and the East and West cross over areas in the main terminal. The FIDS system has continued to be enhanced by INFAX and the DOA over the years with additional software interfaces to the City's gate management system and the Trak-a-Flight web service for customers to track their flights through the Internet and other legacy airport signage monitors.

INFAX has maintained the equipment and supported the software since 1994 on an as-needed basis under a time and material agreement with TBI. They only respond to service the equipment when called. This relationship has been very good and beneficial to the DOA as INFAX has helped develop customer service initiatives such as Trak-a-Flight.

The primary benefit to the City/DOA in using INFAX for the current FIDS implementation is that they will continue to support the system previously installed in 1994. These original systems were installed using now out-dated technology. If the City/DOA were to bid the project to other vendors, a complete replacement of the existing Concourse-E communication equipment, wiring/cabling and data displays would be required. The estimated cost to replace the out-dated



City of Atlanta • Department of Aviation

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Web Site: www.atlanta-airport.com

Mr. Girard Geeter
March 8, 2005
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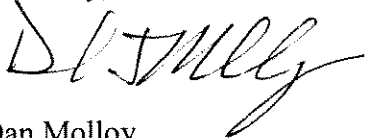
technology is approximately four to five million dollars. Since this equipment is fully functional and serves our daily operations needs we do not feel COA should replace the existing equipment. The DOA does not have any budget to replace this equipment. In addition, the City is not committing to any long-term maintenance or operational agreement with INFAX by awarding this work to them. Service would continue to be on an as-needed basis.

If the City elects not to use INFAX for this work, the existing systems would need to be replaced when a new platform is installed, triggering the need to spend many millions of additional dollars.

Based on the above discussion, the DOA believes that the City/DOA would best be served by INFAX completing this work. I hope this serves to resolve any confusion over this request, and that you can now provide your support to determining that a sole source of the MUFIDS work to INFAX is in fact in the best interest of the City.

Thanks again for taking time to work through the detail with me. Please let me know if you have any additional questions. I look forward to a timely resolution of this issue.

Sincerely,

A handwritten signature in black ink, appearing to read "Dan Molloy", with a stylized flourish at the end.

Dan Molloy
Assistant Aviation General Manager

Cc: B. DeCosta
M. Diaz
F. Rucker
C. Harper



CITY OF ATLANTA


Shirley Franklin
Mayor

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55 TRINITY AVENUE, SW
ATLANTA, GA 30303
(404) 330-6204 Fax: (404) 658-7705
Internet Home Page: www.atlantaga.gov

DEPARTMENT OF PROCUREMENT
Adam L. Smith, Esq.
Chief Procurement Officer
asmith@atlantaga.gov

MEMORANDUM

TO: Benjamín DeCosta
Aviation General Manager

FROM: Adam L. Smith 

RE: **Sole Source Authorization for Multi-User Flight Information
Display Systems (MUFIDS)**

DATE: May 2, 2005

I am in receipt of your Sole Source Request for the Multi-User Flight Information Display System (MUFIDS) proprietary (infrastructure and software) at Hartsfield-Jackson Atlanta International Airport (HJIA). As stated in your request, INFAX was awarded a contract in 1994 to install and commission a Flight Information Display System (FIDS) and Common Use Terminal Equipment (CUTE) information displays throughout Concourse E. This system consisted of a centralized computer system that interfaces and integrates data from major airlines and the Federal Aviation Administrators (FAA) computers. The centralized computer system processes all the information and outputs the data using proprietary infrastructure and software to display monitors and CUTE signs located in Concourse E.

Also stated in your request, INFAX was contracted by TBI to upgrade the FIDS system during the 1996 Olympics to accommodate new FIDS monitors in Concourse E, Concourse D, and East and West cross over areas in the main terminal. INFAX has continued to upgrade the FIDS systems with additional software that interfaces with the City of Atlanta (the "City") gate management system and the Trak-a-Flight web service for customers to track their flights through the Internet and other legacy airport signage monitors.

As further stated in your request, INFAX has maintained the equipment and supported software since 1995 on an as-needed basis under a time and material agreement with TBI. They only respond to equipment service when needed. The primary benefit to the City and the Department of Aviation (DOA) in using INFAX for the current FIDS implementation is that they

MEMORANDUM

TO: Benjamin DeCosta
FROM: Adam L. Smith
RE: **Sole Source Authorization for Multi-User Flight Information
Display Systems (MUFIDS)**
DATE: May 2, 2005
PAGE: 2

will continue to service and support the system previously installed in 1994. These original systems installed are now out-dated technology. INFAX will seek procurement of the installation for the new MUFIDS, and will adhere to the City's procurement requirement. Also, the Deputy Chief Procurement Officer will closely monitor the procurement process. If the City/DOA were to bid the this project to other vendors, a complete replacement of the existing Concourse E communication equipment, wiring, cabling and data display would be required, costing approximately eight to nine million dollars, furthermore, replacing the existing system when a new platform is installed would cost millions of additional dollars.

Based on our finding, it would be in the best interest of the City to use INFAX as a sole source designee to MUFIDS. I have determined that your request meets the provisions of § 2-1191, Sole Source Procurement, of the Atlanta Code of Ordinances.

If you have any questions or need additional assistance, please contact Girard Geeter, Deputy Chief Procurement Officer, at 404-330-6673.

ALS/GG/jab

cc: Mario Diaz
Dan Molloy
Frank Rucker
Carl Harper

MUFIDS-HAIA ATL Project

ATL MUFIDS HAIA Infax Project
November 1, 2004 Revision 3.0
File Name: ATL_0110401.xls
Revised: March 21, 2005

Product Service	Estimated Cost	Notes	DBE/MBE
FIDS Equipment, LCD, Software, Installation	\$ 2,037,750.00	INFAX	Partial
Sub-ctr mgt, labor, sub-ctr financing	\$ 178,000.00	INFAX	No
MUFIDS Cabinets and Structures	\$ 354,848.00	TBD	No
Electrical Systems	\$ 544,027.00	TBD	Yes
Low Voltage, Network Eqpt & As Builts	\$ 517,097.58	TBD	Yes
	\$ - 3,631,722.58		

FIDS Equipment and Infax Installation

Description	Quantity	Unit Cost	Extended Cost	
Dell Servers	3	\$ 18,000.00	\$ 54,000.00	Direct Material Cost
Racks	2	\$ 2,400.00	\$ 4,800.00	Direct Material Cost
Server Freight	1	\$ 500.00	\$ 500.00	
Server configuration	80	\$ 75.00	\$ 6,000.00	
EG-DVCA - Dell with Four Channel Video Cards	73	\$ 1,500.00	\$ 109,500.00	Direct Material Cost
Software Licenses - DVC	73	\$ 500.00	\$ 36,500.00	
DVC Setup labor	150	\$ 75.00	\$ 11,250.00	
Video Extender Sets	292	\$ 350.00	\$ 102,200.00	Direct Material Cost
LCD 40-42 inch	292	\$ 4,200.00	\$ 1,226,400.00	Direct Material Cost
Mounting Brackets to structure	292	\$ 350.00	\$ 102,200.00	Direct Material Cost
			<u>\$ 1,653,350.00</u>	
WinFIDS Software Development and Licenses				
WinFIDS Server License	3	\$ 5,500.00	\$ 16,500.00	
WinFIDS Workstation Licenses	5	\$ 2,500.00	\$ 12,500.00	
FIDBuilder Licenses	3	\$ 500.00	\$ 1,500.00	
Software Development/Configuration/Test	1200	\$ 75.00	\$ 90,000.00	3/men 10weeks
SQL Licenses	3	\$ 1,800.00	\$ 5,400.00	
			<u>\$ 125,900.00</u>	
Installation Labor & Project Management				
Installation Labor Man Hours (MU/FIDS & Cabinets)	2980	\$ 75.00	\$ 223,500.00	
Misc. Site Expenses Installation	1	\$ 35,000.00	\$ 35,000.00	
Total			<u>\$ 258,500.00</u>	
Totals				
Equipment			\$ 1,653,350.00	
Software Licenses and Develop			\$ 125,900.00	
Installation Labor/Project Management/Financing/Storage/Freight/Insurance			\$ 258,500.00	
			<u>\$ 2,037,750.00</u>	

MUFIDS Equipment Counts			
Location	LCD	DV/C4	Video Ext.
N. Baggage Claim	12	3	12
C-T AGT East	12	3	12
C-A AGT East	12	3	12
C-B AGT East	12	3	12
C-C AGT East	12	3	12
C-D AGT East	12	3	12
C-E AGT East	12	3	12
C-E Dept Center	28	7	28
Apron NE Tunnel	12	3	12
Apron SE Tunnel	12	3	12
C-E Departure Level N	12	3	12
C-E Departure Level S	12	3	12
C-D AGT West	12	3	12
C-C AGT West	12	3	12
C-B AGT West	12	3	12
C-A AGT West	12	3	12
Customs Hall	20	5	20
Atrium East	28	7	28
N. Terminal TKT N-4	12	3	12
N. Terminal TKT N-5	12	3	12
East/West Crossover	12	3	12
	292	73	292

MUFIDS Cabinets and Structures - Steel

Location # -	Quantity	Unit Cost Material \$	Unit Cost Labor \$	Extended Cost \$
Location #1	1	\$ 13,145.00	\$ 3,000.00	\$ 16,145.00
Location #2	1	\$ 9,955.00	\$ 3,000.00	\$ 12,955.00
Location #3	1	\$ 7,535.00	\$ 2,000.00	\$ 9,535.00
Location #4	1	\$ 7,535.00	\$ 2,000.00	\$ 9,535.00
Location #5	1	\$ 7,535.00	\$ 2,000.00	\$ 9,535.00
Location #6	1	\$ 7,535.00	\$ 2,000.00	\$ 9,535.00
Location #7	1	\$ 9,955.00	\$ 3,000.00	\$ 12,955.00
Location #8	1	\$ 40,755.00	\$ 7,500.00	\$ 48,255.00
Location #10	1	\$ 9,955.00	\$ 3,000.00	\$ 12,955.00
Location #11	1	\$ 9,955.00	\$ 3,000.00	\$ 12,955.00
Location #12	1	\$ 7,535.00	\$ 2,000.00	\$ 9,535.00
Location #13	1	\$ 7,535.00	\$ 2,000.00	\$ 9,535.00
Location #14	1	\$ 7,535.00	\$ 2,000.00	\$ 9,535.00
Location #15	1	\$ 7,535.00	\$ 2,000.00	\$ 9,535.00
Location #16	1	\$ 7,535.00	\$ 2,000.00	\$ 9,535.00
Location #17	1	\$ 7,535.00	\$ 2,000.00	\$ 9,535.00
Location #19	1	\$ 5,968.00	\$ 2,000.00	\$ 7,968.00
Location #20	1	\$ 40,755.00	\$ 7,500.00	\$ 48,255.00
Location #40	1	\$ 9,955.00	\$ 3,000.00	\$ 12,955.00
Location #41	1	\$ 9,955.00	\$ 3,000.00	\$ 12,955.00
Location #42	1	\$ 13,145.00	\$ 3,000.00	\$ 16,145.00
Total Estimated Cost Materials				\$ 309,848.00
Demolition and Wall Repair Allowance				
Labor	240		\$ 75.00	\$ 18,000.00
Subcontractor demo of Security Checkpoint	1		\$ 15,000.00	\$ 15,000.00
Materials	1		\$ 12,000.00	\$ 12,000.00
Total				\$ 45,000.00
Total Cabinets and Demolition				\$ 354,848.00

Electrical Estimates

	Estimated Cost
Landers - Whitehead	\$ 840,000.00
Uptime Electric Company	\$ 544,027.00

Specialty Systems

		Conduit Only
Landers-Whitehead	\$ 341,000.00	
Uptime Electric	\$ 572,007.00	
TDC	\$ 517,097.58	

Uptime Electric Company

Base Bid	\$ 567,982.00
VE Deduct	<u>\$ (23,955.00)</u>
	\$ 544,027.00

TDC

Base Bid without Misc. Items	\$ 517,097.58
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**DEPARTMENT OF PROCUREMENT
TRANSMITTAL FORM FOR LEGISLATION**

TO: MAYOR'S OFFICE

ATTN: GREG PRIDGEON

Chief Procurement Officer: _____

Adam L. Smith
Adam L. Smith

Originating Department: DOP

Contact Person: Girard Geeter

Committee(s) of Preview: Transportation

Council Deadline: June 13, 2005

Committee Meeting Date(s): June 29, 2005

Full Council Date: July 5, 2005

CAPTION:

A RESOLUTION AUTHORIZING THE MAYOR OR HER DESIGNEE TO EXECUTE AN AGREEMENT WITH THE INFAX CORPORATION FOR THE UPGRADE OF THE MULTI USER FLIGHT INFORMATION DISPLAY SYSTEM (MUFIDS) IN THE CENTRAL PASSENGER TERMINAL COMPLEX (CPTC) AT HARTSFIELD-JACKSON ATLANTA INTERNATIONAL AIRPORT, FOR A COST TO THE CITY NOT TO EXCEED \$3,537,613.43 TO BE CHARGED TO AND PAID FROM FUND ACCOUNT AND CENTER NUMBER 2H27 574001 R21E012493CG (AIRPORT REVENUE BOND FUND, FACILITIES OTHER THAN BUILDINGS, SIGNAGE AND GRAPHICS, \$3,244,306.00) AND FUND ACCOUNT AND CENTER NUMBER 2H21 574001 R21001 (AIRPORT RENEWAL AND EXTENSION FUND, FACILITIES OTHER THAN BUILDINGS, SIGNAGE AND GRAPHICS, \$293,307.43); AND FOR OTHER PURPOSES.

BACKGROUND:

The current MUFIDS was last updated in 1996 during the preparation for the Olympics Games. Because of constant use for almost eight years, the current systems needs to be upgrades to take advantage of the new equipment technology and new forms of displaying information for Hartsfield-Jackson Atlanta International Airport passengers.

FINANCIAL IMPACT (if any):

Mayor's Staff Only

Received by Mayor's Office: _____

(date)

Reviewed by: _____

(initials) (date)

Submitted to Council: _____

(date)

Action by Committee: _____ Approved _____ Adversed _____ Held _____ Amended

_____ Substitute _____ Referred _____ Other